



## Hank Galpin & Ray Sanders to Kick-Off 2004 Conference!

Conference plans are moving right along with a list of incredible aviation speakers that you won't want to miss. The conference will be held at the Best Western Heritage Inn in Great Falls, March 4-6, 2004.

Hank Galpin & Ray Sanders will kick-off Thursday's luncheon with the details of their adventures on the 2003 National Air Tour in Hank's restored 1928 Travel Air 6000. The tour featured 25 vintage planes; Hank & Ray were invited to join because a Travel Air 6000 flew in the 1932 tour, which was canceled due to the depression. Come and listen to Hank & Ray's stories - flying more than 4,000 miles, stopping in more than 20 Midwestern and Eastern cities and circling the Wright Brother's monument in Kitty Hawk. Hank & Ray combined the Air Tour with the special delivery of Montana's state flag for the "50 Flags to Kitty Hawk" program. Hank has been a pilot for more than 40 years and has been building and restoring aircraft for 36 years. He has spent more than 10,000 hours working on the Travel Air 6000. Ray has been flying light aircraft since 1974. He completed his first restoration, a Champion GCB, in 1976 and his first homebuilt, a Starduster, in 1981.

The conference is sponsored by the Experimental Aircraft Association, Montana Antique Aircraft Association, Montana Airport Managers Association, Montana Aviation Trades Association, Montana Pilots Association and the Montana Aeronautics Division, these groups have been working diligently making sure this year is another first rate aviation event!

Room reservations can be made by calling the Heritage Inn at (406) 761-1900 or 1-800-548-8256 for a special conference rate of \$73 plus tax or the Heritage Inn Express at 1-800-362-4842 for a conference rate of \$55 plus tax.

A tentative copy of this year's conference schedule is on page 3 of the newsletter and registration forms will be mailed out with your pilot registration cards in early December, stay tuned to conference updates in the newsletter and on our website [www.mdt.state.mt.us/aeronautics](http://www.mdt.state.mt.us/aeronautics).



*Hank Galpin, left, and Ray Sanders with the Montana state flag presented to the National Park Service at Kill Devil Hills, North Carolina.*

**Montana is very fortunate to have many generous individuals and organizations that believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourages participation. These scholarships are offered to Montanans to help defray costs of education (i.e., flight instruction, A&P, etc.) and will be presented during the 2004 Montana Aviation Conference in Great Falls. See page 6 of this month's newsletter for a list of available scholarships and scholarship requirements.**

# Administrator's Column

**Vision 100** – The Century of Aviation Reauthorization Act: After much controversy on the House of Representatives floor last week, the FAA reauthorization bill passed by a small margin. House Republicans stripped the air traffic control privatization language from the bill. The bill will now move to the Senate with hopes to move on it soon. Senator Lautenberg (D-NJ) has threatened to filibuster the bill if it does not contain a clause specifically protecting air traffic control from privatization and the President has threatened to veto any bill containing such language. The House passed a Continuing Resolution funding FAA through November 7, so that FAA employees will not be laid-off. The continuing resolution does not fund the airport improvement program (AIP).

**Single-Pilot IFR Online Course** – The AOPA Air Safety Foundation has just introduced a free online course designed to help pilots come to grips with the often rapid-fire decision involved in flying in the soup. Flying alone as the sole pilot in IFR conditions is one of the most challenging types of flying a pilot can do. It requires a tremendous amount of organization and forethought. The course focuses on decision-making, organization, and cockpit resource management. Staying “ahead of the plane” is more critical when you can’t see. Completing the interactive course and successfully passing an online quiz fulfills a pilot’s seminar attendance requirement for the FAA Wings program. Check out the course at: [http://www.aopa.org/asf/single\\_pilot\\_ifr/](http://www.aopa.org/asf/single_pilot_ifr/)

**Concorde Retired** - British Airways has announced the locations where it intends to retire its fleet of Concorde after commercial service ended at London Heathrow. Final negotiations are underway at the following locations: Airbus UK, Filton Bristol; Manchester Airport; Museum of Flight, near Edinburgh; Heathrow Airport; The Museum of Flight, Seattle; The Intrepid Sea, Air and Space Museum, New York; and Grantley Adams Airport, Bridgetown, Barbados. A technical feasibility study to determine if a single Concorde could be maintained for non-commercial flying at public events found that it would not be possible due to the technical and financial challenges. While there is no possibility of an aircraft available to operate at airshows, the aircraft will be accessible to the public at the locations listed above.

**America West Adds New Service** - Beginning November 26, America West Airlines will add new service from Billings to Las Vegas. Flights at Billings will be operated by America West Express affiliate Mesa Air Group, through one of its subsidiary airlines using the 50-seat Canadair Regional Jet.

**Check out the Division's Website** - The Aeronautics Division has just added links to its website that include MDT camera sites and other camera sites around the state. The MDT site is designed to provide a live visual of the road conditions but at many locations can give pilots a sense of the current weather conditions. Information is updated frequently and one more source for seeing “real-time” conditions at specific locations. Check it out at: [www.mdt.state.mt.us/aeronautics/](http://www.mdt.state.mt.us/aeronautics/).

**MDT Road Reporting** - Winter has arrived! As a reminder to all on those days not conducive to flying, daily road reports are available from the Department of Transportation. The Department's 511 service has been enhanced from last year's version with the addition of more state-maintained roads to the database and a voice recognition service that allows callers to voice their requests rather than having to key them in from your telephone touchtone pad. The service includes over 8,000 miles of Montana roadway. Montana's 511 program is free of charge and available 24 hours a day, seven days a week, 365 days a year. Individuals wanting to check Montana road conditions from outside Montana can call (800) 226-7623. Road information is also available online at: [www.mdt.state.mt.us/travinfo](http://www.mdt.state.mt.us/travinfo). Safe travels to all in the air and on the road.



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# **MONTANA AVIATION CONFERENCE**

## **SKELETON SCHEDULE - TENTATIVE**

### **Wednesday, March 3, 2004**

MATA AG Recertification Clinic

### **Thursday, March 4, 2004**

#### **Morning**

Registration

Display Area Opens

Teacher Workshop for educators

Aviation career panel

MATA Business Meeting

**Kick-off Luncheon** – Hank Galpin & Ray Sanders,

National Air Tour, Travel Air 6000

#### **Afternoon**

Concurrent Sessions

MAMA General Membership Meeting

Display Area Open

Teacher Workshop for educators

#### **Evening**

Hosted cocktail hour in exhibit area

**Awards dinner** – Susan Edsall, Into The Blue –

A Father's Flight and A Daughter's Return

### **Friday, March 5, 2004**

#### **Morning**

Registration Opens

Mechanics Refresher Seminar

Concurrent Sessions

General Session – Max Bledsoe

EAA Business Meeting

MFF Business Meeting

MSPA Business Meeting

Display Area Open

Teacher Workshop for educators

Spouse/Guest Program – Paris Gibson Square, Lunch,  
& Russell Museum

**Luncheon** – Mike Lavelle, Boeing Historian

#### **Afternoon**

FAA Open Forum

Mechanics Refresher Seminar

FAA Mechanic Listening Session

Concurrent Sessions

Display Area Open

Teacher Workshop for educators

99s Business Meeting

MAAA Business Meeting

Aeronautics Board forum

#### **Evening**

Dinner/dance at Airport – transportation provided –

Entertainment by Ringling 5

### **Saturday, March 6, 2004**

#### **Morning**

Registration Open

Mechanics Refresher Seminar

Teacher Workshop for educators

General Session – Max Bledsoe

Concurrent Sessions

MPA Business//Board Meeting

Display Area Open

**Luncheon** – box lunch + door prizes in exhibit area

#### **Afternoon**

FAA Aviation Safety Counselor Meeting

Mechanics Refresher Seminar

Concurrent Sessions

AOM Board Meeting

Display teardown following lunch

#### **Evening**

Final Banquet – “An Evening with Bob Hoover”

## **Calendar**

**October 25 & November 22, 2003** - EAA Chapter 517 fly-in/drive-in breakfast, Stevensville Airport. For more information see EAA 517's website at [www.eaa517.org](http://www.eaa517.org).

**December 6, 2003** – Monthly fly-in breakfast, which will be held the 1<sup>st</sup> Saturday of each month through May 1, 2004 at Billings Logan International Airport in the EAA Chapter hangar located at the west end of the airport from 8:00 a.m. – 10:00 a.m. Sponsored by EAA Chapter 57 & South Central MPA members. For further information contact Larry Mayer at [larry.mayer@lee.net](mailto:larry.mayer@lee.net).

**December 17, 2003** - EAA Chapter 517 celebrates powered flight, Doubletree Hotel, Missoula. See page 5 of the newsletter for further information or phone Steve or Sherry Rossiter (406) 542-5177.

**January 21-23, 2004** – Aeronautics Board Meeting and Loan & Grant Review - Helena. For information phone (406) 444-2506.

**January 30-February 1, 2004** – Winter Survival Clinic – Helena. For further information phone the Montana Aeronautics Division (406) 444-2506.

**February 7-8, 2004** – Flight Instructor Refresher Clinic – Helena. For further information phone Montana Aeronautics Division (406) 444-2506.

**March 4-6, 2004** – Montana Aviation Conference, Heritage Inn, Great Falls. For further information phone (406) 444-2506.

**March 11-13, 2004** - Women in Aviation International Conference, Reno Nevada. For more information phone (386) 226-7996 or visit the web site at [www.wai.org](http://www.wai.org).



# Ground Breaking Celebration!

The Helena Regional Airport Authority held its ground breaking celebration on October 9, 2003 for the expansion & remodeling of the terminal building.

The first phase of the project will be the construction of the new two-story baggage area at the east end of the terminal. This area will also include new rental car facilities and administration offices, with future expansion space on the second floor. Plans call for this portion of the building to be completed and occupied in mid-June of 2004.

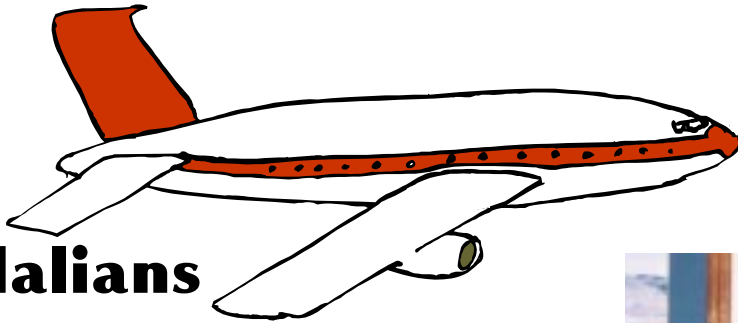
In March of 2004, work on an addition to the south of security area (to increase passenger-holding areas) will begin. A second jetway that will accommodate regional jets is planned for this area. The expanded security area is scheduled for completion in late August of 2004.

Construction of a large expansion on the west end of the terminal will begin in May of 2004. This area will provide the airlines with a large baggage makeup area. In addition, TSA baggage screening will be done in this area, rather than in the lobby.

The existing restaurant, baggage area, rental car booths, and restroom areas will be demolished in May of 2004. All of these areas will be reconstructed during the following six months. Another significant part of this project will be the removal and reconstruction of the roof system. The new, higher roof will include many skylights and large trusses; which will allow most of the existing columns to be removed from the lobby.

New entrances will be built at each end of the terminal and a convenient new elevator and stairway will allow passengers using the tunnel from the long-term parking lot to enter the first floor near the ticket counters. A large canopy that will cover the roadway will be constructed at the west entrance, providing protection from inclement weather. Canopies will also cover both of the stairwells to the long-term parking lot. The sidewalks will be heated to reduce snow and ice hazards.

The overall project will be completed in mid-2005.



## Daedalians

On March 26, 1934, a representative group of World War I Pilots established an organization, which they named, the "Order of Daedalians". The name "Daedalians" was decided upon because Daedalus (even though legendary) accomplished heavier-than-air-flight. Montana is proud of the number of military pilots that fly in time of conflict.

The order of Daedalians is not only comprised of World War I pilots, but now includes retired military pilots and former military pilots.

The Daedalians gave the royal treatment to Jeanne MacPherson of Montana Aeronautics, on October 9<sup>th</sup>, when the group asked her to give a "Freedom of Flight" presentation at their monthly dinner meeting, which was held at the Officer's Club at Malmstrom Air Force Base in Great Falls. The evening was filled with delightful gentlemen fliers and their brave and daring stories.



*Two Daedalians, Jim Barfknecht of Helena, flew TBFs, torpedo bombers and Bill Sternhagen of Helena, flew the F-86 Sabre Jet. Both Daedalians are proudly wearing Montana Aeronautics hats.*

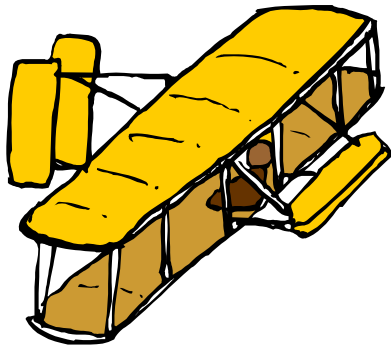
# Breezy to Make Historic Flight

A historic Breezy flight to Kitty Hawk, North Carolina will take place November 20 through December 17, 2003.

Bob Alm (aka Breezy Bob) and his support crew will make a trans-continental flight to commemorate 100 Years of powered flight. This will also be used as an opportunity to draw support for cancer research and cancer awareness, as well as to benefit cancer patients. The flight will leave Seaside, Oregon on November 20, 2003 with Kitty Hawk, North Carolina the final destination on or about December 17, 2003 where the Nation will be celebrating the Centennial of Powered Flight.

Breezy Bob Alm has made numerous flights in the Breezy to help bring attention to cancer awareness, including a lower 48 State Tour. Everyone has been touched by cancer...be it through loved ones or ourselves...and it is important to continue this awareness effort.

For more details, contact John Gisselbrecht (Support Crew Member) at (406) 755-2238 or (406) 755-1150. Or Bob Alm, PO Box 4058, Whitefish, MT 59937; fax (406) 752-5082.



## EAA Chapter 517 Celebrates Powered Flight

On December 17, 2003, EAA Chapter 517 will host a celebration of the 100<sup>th</sup> anniversary of Wilbur and Orville Wright's first flight. Western Montana's aviation's birthday party will take place in Missoula at the Double Tree Riverside Hotel. The party will include dinner, live music, door prizes, and a silent auction to raise funds for Chapter 517's variety of youth aviation programs. The special, after-dinner, speaker is Wilbur Wright (actually, Wright brothers historian, Dave Bixby) who will describe how he and his brother brought the concept of manned flight to reality. Mr. Wright will also be available for photo opportunities before and after dinner. Festivities will begin at 4:00 PM with historic videos and coverage of events earlier in the day at Kitty Hawk, North Carolina, followed by no-host cocktails at 6:00 PM, and dinner at 7:00 PM. Mr. Wright will speak at 8:00 PM.

More information is available from EAA Chapter 517's web site at: [www.eaa517.org](http://www.eaa517.org). A list of auction items and door prizes will be published on the web site. Tickets may be ordered by telephone from the following EAA members: Steve or Sherry Rossiter: (406) 542-5177; Don Lorenzen: (406) 251-6780; Zane Rebenstorff: (406) 543-9212; Bob Kline: (406) 777-7051; Frank Tremper: (406) 543-0072.

### Who, Me?

The telephone rings,  
You jump out of bed,  
Grab the receiver,  
While scratching your head.

Now who can this be,  
He ought to be hung,  
Still he must be my friend,  
'Cause my number he rung.

Hello, Who is it,  
I was sleeping my friend,  
The FAA's calling,  
Quite a pickle you're in.

Remember last night,  
About fifteen to seven,  
When you filed a flight plan,  
ETA at eleven?

Well, it's now after three,  
And no word we've received,  
We've been searching for you  
But now we're relieved.

So we've a favor to ask,  
(But he already knows it).  
Next time you file one,  
Please Mister, "CLOSE IT"!

# Scholarship Opportunities

Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements. Letters of application should be sent to Montana Aeronautics Division, PO Box 5178, Helena, MT 59604 or call (406) 444-2506 for further information. **Letters must be postmarked on or before January 30, 2004.**

**A Love of Aviation (ALOA) Scholarship** – An anonymous donor established the first \$250 scholarship in 1993 and a second donor offered another \$250 scholarship in 1997.

**Aviation Appreciation Scholarship** – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$300 scholarship as a token of appreciation to the aviation community.

**Montana Antique Aircraft Association (MAAA) Scholarship** – MAAA offers this \$500 scholarship to help defray the costs of flight instruction.

**Parrott Family Scholarship** – The Parrott Family offers this \$1,000 scholarship to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine simulator training, and the purchase of aviation related materials and related supplies.

**AOM Flight Training Scholarship** – AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate.

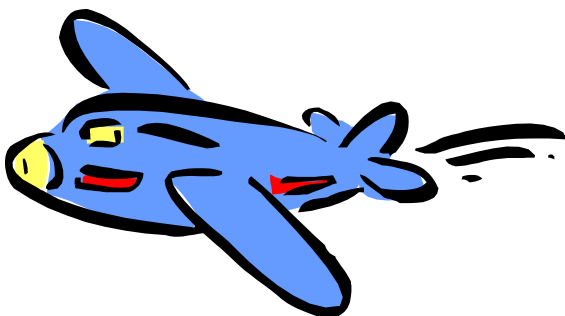
**Montana Pilots Association Junior Pilot Award** – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training. This is a \$500 scholarship.

**Montana Pilots Association Flight Training Award** - This scholarship is open to a person who has a considerable interest in aviation. The \$500 scholarship is to be used for flight training.

**Montana Pilots Association Mountain Flying Scholarship** - This scholarship is designed for a person that has a pilot's certificate and is interested in increasing their flight knowledge with mountain flight instruction. This \$500 scholarship must be used for mountain flight instruction.

**Blue Goose First Generation Flight Scholarship** – This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family.

**Montana 99's Flight Scholarship** – This \$400 scholarship is to be used towards earning a private pilots certificate. The applicant must be female and obtained her medical certificate and student pilot certificate. The training must be completed in Montana and the license obtained within two years. Send a one-page letter stating your reasons for wishing to be a pilot, financial need, and your financial plan for completing the rating. Also send one letter of reference and a copy of your current medical certificate.





# In the Air Out There

By: Mike Quinn, Aviation Support Officer

Montana, being a rather rural state, finds itself somewhat of an innocent bystander at times when it comes to the freight train of safety dictums emanating from the banks of the Potomac. Let's face it, a mandate for a ten-foot high security fence topped with razor wire has no business being applied to an airport like Sand Springs, as the only type of airport terrorist seen in places like that are of the four-legged antler-toting type (which the fence *would* admittedly keep out). But just when you think that American Aviation is a world-gone-mad, take a trip into the "Air Out There"... you'll be shocked to find out just how mad aviation really is everywhere else. Having spent over two weeks of vacation this past September doing volunteer economic development in Nepal, I had ample time (39 hours each way, to be more precise) to examine the world of international aviation – what's going on "In the Air Out There." Everything that you are about to read is true.

The circus started in Helena, with the TSA performing a complete security inspection of my luggage, going through almost every article of clothing I had packed one by one; there's something unsettling about a very large man hand-inspecting your underwear. Following the usual delays due to mechanical difficulties and gate-changes due to "another plane being parked at our gate", we found ourselves at the Bangkok Int'l Airport (BKK), Thailand, thirty-one hours after leaving Helena. BKK has two parallel runways (30R & 30L) each over 10,000 feet in length, landing aircraft as large as 747 heavies, and separated by enough distance for a major jumbo to hold short between the two. Just like every other airport in the world, there were no fences between the two runways, but there *was* an active *golf course* giving unrestricted duffer access to the two active ILS runways. Who needs a stinger missile? At that range, you could take down an airliner with a seven-iron! What was more unsettling were the many red and gray aircraft coming in and out of the airport, marked "Phuket Air". Foreign word or not, would you fly that airline? As my brother put it, "It's more than a name; It's an attitude!"

We flew from Bangkok to Kathmandu on a Boeing 757 that I believe had been shot down several times over the Middle East before being purchased and put into service by Royal Nepal Airlines. I kid you not – I could see daylight around the "sealed" emergency door – a door that hissed like a furious snake for the entire four hours, making me repeatedly tighten my seatbelt (which was threadbare). Of course, I doubt that the seat would have remained bolted to the floor had the door blown off, so the seatbelt was a moot point at best.

The Kathmandu International Terminal was a unique experience, as it was the first place I've ever been where my luggage was x-rayed *entering* a country, followed by a march between the two airport security goons standing at the exit wielding machine guns - the barrels lazily pointed at your

chest as you walked past. The funny thing (and I don't mean humorous) was that we felt *less* secure as our taxi drove past the tank and squad of full flak-jacket wearing, .50-cal machine gun toting soldiers camped out at the airport entrance. We returned a few days later for a domestic flight, and had our "papers" checked under a few too many watchful eyes both in and outside the tank. Once we passed, it was amazing to see the x-ray technician on duty studying the morning paper as the bags whizzed past on his monitor. Seriously, I could have smuggled a large farm animal in my bag and he wouldn't have known it. But then again, some people had small ones in cages, so that's a moot point, too.

We were introduced to a new concept in carry-on vs. checked luggage. Checked luggage meant that the kid at the counter opened the door behind him and chucked your bag on the tarmac. After passing through all the passenger security hoopla (the Nepalese Security frisking would be illegal in some states, it was so "intrusive"), you went to the pile of luggage, retrieved your own, carried it to the plane, and handed it to the bag-smasher guy in the luggage compartment yourself. If you didn't move your bag from the terminal to the plane yourself, it would remain there indefinitely. More than a few tourists have gotten to their destinations only to find that their luggage was getting rained on back in Kathmandu.

Next up for the world-gone-mad tour – imagine hearing a weather briefing like this: "Sigmet in effect for occasional mountain obscuration and IFR conditions below FL300." What - a minimum enroute altitude of 30,000 feet that only guarantees you a little over 900 feet of terrain clearance? No thanks - our Cessna is not equipped with solid-rocket boosters. Heck, it's service ceiling is below Everest's *base camp* elevation.

I must admit, however, that it was truly awe-inspiring to look out the window while flying at 20,000 feet and look *up* at the mountains. And considering that we were in the country of His birth, it was an honorable experience to fly on Buddha Air. It made me think, though – does Israel have an airline called "Jesus Air", or would that be an oxymoron? It'd be a nice karma counterbalance to Phuket Air though, don't you think?



*"p\_air1": It's more than a name; It's an attitude*

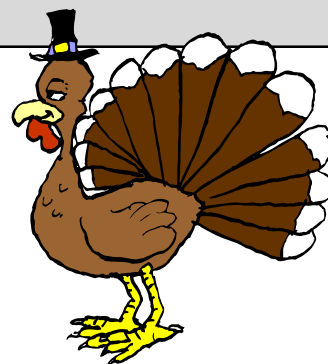
# Self Service Fuel Available 24/7



*Thompson Falls Airport now has self-service Phillips 100LL fuel available 24/7. The new system will take most credit cards including MasterCard & Visa. For further information contact Ron Turk at (406) 829-4653 or (406) 827-2653.*

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information call (406)444-2506 or TDD (406)444-7696.

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## November, 2003



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# Happy Thanksgiving